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COUNTY OF SAN FRANCISCO  
JOHN F. SHELLEY, MAYOR

**PRESENTATION**

# **1966 BOND ISSUE**

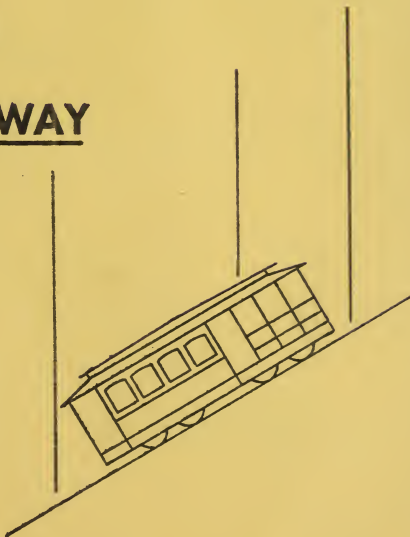
**SAN FRANCISCO**

**MUNICIPAL RAILWAY**

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P R E S E N T A T I O N

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SAN FRANCISCO MUNICIPAL RAILWAY

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Public Utilities Commission  
City and County of San Francisco

JOHN F. SHELLEY

M A Y O R

JAMES K. CARR  
*General Manager of  
Public Utilities*

VERNON W. ANDERSON  
*General Manager  
San Francisco Municipal Railway*



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## ORDER OF PRESENTATION

1. *Recommendation to Public Utilities Commission of \$96.5 million San Francisco Municipal Railway Bond Issue by General Manager of Public Utilities.*
2. *"Comprehensive Plan for San Francisco", by John F. Curtin of Simpson & Curtin, Transit Consultants; including --  
Proposed Rapid Transit System with Time Contours  
Concepts -- Rapid Transit Vehicle  
Modern 'New Look' Transit Coaches  
"Cut Out" Illustrations of Subway*
3. *Capital Expenditures for First Phase of Transit Modernization Program.*
4. *Table I -- Itemized Schedule of Program of Capital Expenditures of First Phase by Years -- 1967 to 1972, Inclusive.*
5. *Economic Benefits of Comprehensive Transit Plan for San Francisco.*
6. *Table II -- Population Served by Rapid Transit -- Comprehensive Plan.*
7. *Table III -- Running Times for Rapid Transit Lines -- Comprehensive Plan.*
8. *Key Map -- Modernization Schemes.*
9. *Schedule of Debt Service Requirements -- 1966 Municipal Railway Bonds.*



PUBLIC UTILITIES COMMISSION  
CITY AND COUNTY OF SAN FRANCISCO

JOHN F. SHELLEY, MAYOR



JAMES K. CARR  
GENERAL MANAGER OF PUBLIC UTILITIES  
287 CITY HALL

April 26, 1966

Members of the Public Utilities Commission  
Honorable Oliver M. Rousseau, President  
Honorable Thomas P. White, Vice President  
Honorable Stuart N. Greenberg  
Honorable Thos. F. Stack  
Honorable Raymond H. Lapin

Gentlemen:

In accordance with Section 121 of the Charter, I hereby submit for consideration by the Public Utilities Commission a comprehensive transit plan for San Francisco.

The plan contains the basis for a \$96.5 million bond issue, proposed for presentation to the electorate on November 8, 1966, that will finance a six-year program for the modernization of the San Francisco Municipal Railway.

It is recommended that a bond issue in the amount of \$96.5 million be placed before the electorate in November to finance the initial phase of a long-range program.

Modern rapid transit equipment for the Municipal Railway Market Street subway is included in the bond issue proposal. This is deemed essential to provide San Franciscans with rapid transit comparable to, and compatible with BARTD's.

This program is designed to serve as the beginning of a long-range plan for transforming our transit system into an operation having all the rapid transit and neighborhood services of a truly modern system.

Details of the bond issue items and accompanying exhibits are included in the pages which follow.

The proposals presented are the result of the City's participation in the Northern California Transit Demonstration Project.

They are also in keeping with Mayor Shelley's announced request for developing an overall master transit plan having as an objective a system furnishing home-to-work trips of not more than 20 minutes transit travel time.





The total cost of the long-range improvement program will range, according to the consultants, from \$310 to \$395 million.

Assistance available under the Urban Mass Transportation Act is being fully explored. The act permits 50 percent to 66 2/3 percent federal participation on qualified projects.

While it is recognized that this amount in itself is sufficient to finance the initial phase as described herein, it is planned that this bond fund will be regarded as part of the City's share in the ultimate comprehensive transit plan that should be eligible for federal grants.

The Commission's staff and the consultants have examined several alternative approaches, only one of which, it was decided, merited serious discussion.

It is a \$59.2 million alternative, which will be explained fully to the Commission--but not recommended for consideration, because it definitely falls short of Mayor Shelley's objective, a program to achieve meaningful relief for San Francisco's growing transportation problem.

Using the 1965-66 assessment roll as a basis for calculating the effect upon the tax rate, the cost of the proposed bond fund would be equivalent to 36.27 cents per year in the tax rate for a period of 20 years.

The reduced \$59.2 million program would have a 23.13-cent effect on the tax rate.

The people of San Francisco, it is believed, would choose to pay the extra 13.14 cents and would reject any plan that would give them a second-class system.

It is significant that San Franciscans gave the \$792 million Bay Area Rapid Transit District bond issue its strongest support in the November 1962 election.

In doing so, they indicated their willingness to assume approximately \$265 million of the BARTD bond obligation. The major part of BARTD's capital undertaking is paid through taxation in the areas served.



The items to be financed by the proposed November 1966 bond issue are summarized as follows:

(1) Rolling stock

660 buses  
150 trolley coaches  
75 rail rapid transit cars

(2) Cable car system

Extension of California line to Ferry Park  
Extension of Powell line to Fisherman's Wharf  
Powell Street track replacement  
Restoration of the Washington-Mason Cable Car Barn  
New cable cars

(3) Twin Peaks extension

Tunneling from end of BARTD line at St. Francis Circle to vicinity of 19th and Holloway Avenues

(4) Twin Peaks Tunnel modernization

Track renewal  
Modernization of Forest Hills Station

(5) Sunset Tunnel

(6) Yards and shops

(7) Market Street subway

Automatic fare collection system

(8) Radio and telemetry

Radio-equipped vehicles  
Telemetry system for efficient control and dispatch of vehicles

These recommendations are pursuant to Section 121 of the Charter which describes your and my responsibilities as follows:



"The public utilities commission shall have charge of the construction, management, supervision, maintenance, extension, operation and control of all public utilities and other properties used, owned, acquired, leased or constructed by the city and county, including airports, for the purpose of supplying any public utility service to the city and county and its inhabitants, to territory outside the limits of the city and county, and to the inhabitants thereof.

"The commission shall locate and determine the character and type of all construction and additions, betterments and extensions to utilities under its control, and shall determine the policy for such construction or the making of such additions, betterments and extensions from the public funds under its jurisdiction provided that in each such case it shall secure the recommendations of the manager of utilities, which shall be presented in writing and shall include analyses of cost, service and estimated revenues of all proposed or feasible alternatives in cases where it is deemed by the manager that such alternatives exist."

Very truly yours,

James K. Carr  
General Manager  
of Public Utilities

JKC:AW



## COMPREHENSIVE TRANSIT PLAN FOR SAN FRANCISCO

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The NCTDP studies provide the basis for this recommended program for modernization of San Francisco Municipal Railway. This network of routes, equipment and other facilities -- together with the capital financing thereof -- represents our conclusions of what is needed, first, to satisfy the City's population growth and economic needs; secondly, to coordinate effectively with the Bay Area Rapid Transit System; and, thirdly, to supplement the City's street and highway network.

The City's transit goal has been stated effectively and concisely by Mayor John F. Shelley: 20 minutes transit travel time from home to work for San Franciscans.

The program recommended to achieve this goal includes the following:

### Rapid Transit

A four-prong network of rapid transit lines from the southern and western residential sections of the City to downtown San Francisco:

- Richmond Rapid -- A rapid transit line under Post St. and Geary Blvd. extending from Market & Montgomery Sts. to 45th Ave. This alignment would not only serve the Outer Richmond, Richmond and Western Addition Districts but also provide a future connection for BARTD to Marin County. Several alternatives may be considered:
  - (a) high-platform rail transit vehicles in tunnel for





the entire route, (b) modernized streetcars in tunnel under Post St. and sections of Geary Blvd. with aerial structure for the outer portion of the line, and (c) underground busway operation from Masonic Ave. to Montgomery & Market Sts., with a short extension up Montgomery to California St.

- Sunset Rapid -- A rail rapid transit line under Market St., branching west at Duboce Ave., continuing through Sunset Tunnel and beyond to 19th Ave.
- Twin Peaks Rapid -- Subway under Market St. with connection to Twin Peaks Tunnel, then continuing to St. Francis Circle as provided for under BARTD construction program. It is proposed to extend this line further south past Stonestown to San Francisco State College.
- Mission (BARTD) -- The rapid transit facility soon to be constructed by BARTD under Market St., continuing down Mission St. and Southern Freeway to Daly City.

In addition to the proposed rail rapid transit system, improved bus rapid transit service is planned for those sections of the City not directly served by rail facilities.

The Bayview Corridor will be provided with new and improved express service, using modern buses over the James Lick Freeway and Southern-Embarcadero Freeway as well as the Hunter's Point Freeway when completed. In connection with this improved service, the feasibility of park-ride facilities near the freeways will be studied. New crosstown routes between the Bayview and Mission Corridors will be proposed. These routes would make direct connection with the BARTD Mission line and some would continue



crosstown to the Twin Peaks area. Through-routing to the north side of Market St. of additional routes from the southern part of the City is planned, along with the extension of existing crosstown routes into areas of the Bayview Corridor not now served.

In the Marina Corridor additional express service with modern buses to downtown is planned. Other routes will be extended to Fisherman's Wharf and some existing local routes modified to provide more direct service. Recommendations for speeding up transit travel in the heavily congested areas will be proposed.

#### Surface Transit

Under this high-speed network, most of the Muni surface transit system will be rerouted to provide fast and direct connections to rapid transit trunk lines in each corridor. Several existing crosstown routes and some arterial surface routes will be retained to accommodate intermediate travel.

Equipment requirements for this modified network of surface routes include:

- 660 modern motor coaches to replace worn-out buses and the trolley coaches now running on Market St.





# **PROPOSED RAPID TRANSIT SYSTEM**

SAN FRANCISCO MUNICIPAL RAILWAY, APRIL 1966



- 150 trolley coaches to replace other electrical vehicles with a possibility of future conversion to motor coach operation.
- 2 cable car route extensions, cable and track improvements, and 5 additional cable cars.

### Shops and Garages

Rebuilding the existing shop and storage facilities at Kirkland, Presidio, Potrero, 24th-Utah, and Ocean-Geneva is urgently needed, as well as new facilities for the proposed rapid transit equipment. The cable car barn at Washington & Mason should also be restored. Some existing facilities at these locations can be salvaged; for the most part, however, these properties are so completely worn and outmoded that reconstruction is the only economical course.

### Power System

Modification of the existing power system, including new sub-stations and power distribution facilities, will be necessary to accommodate the proposed rapid transit and remaining trolley coach operation.

### Special Facilities

Some capital additions are recommended further for passenger amenities and also to improve operating efficiency of the system:

Speedwalks -- Electric walkways for passenger distribution from Market St. stations to the financial district, major department stores and to Civic Center.





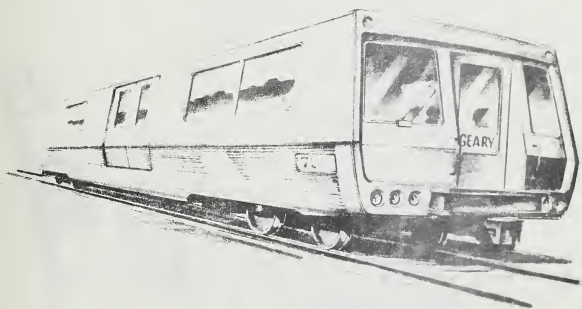
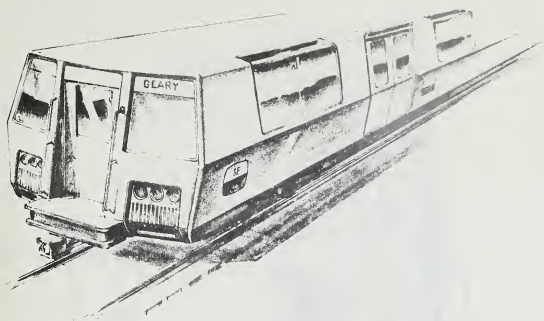


FIGURE 4

CONCEPTS - RAPID TRANSIT VEHICLE



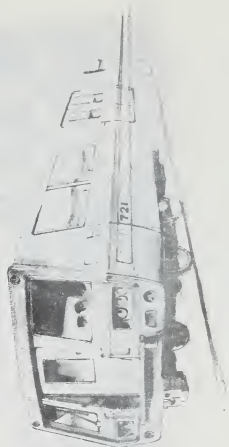
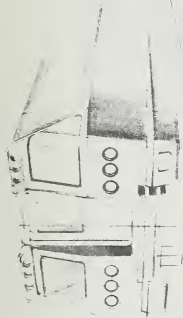
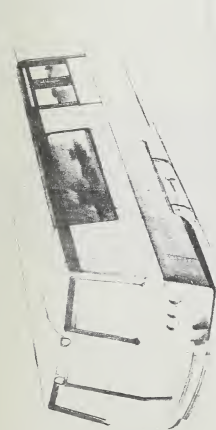


FIGURE 5

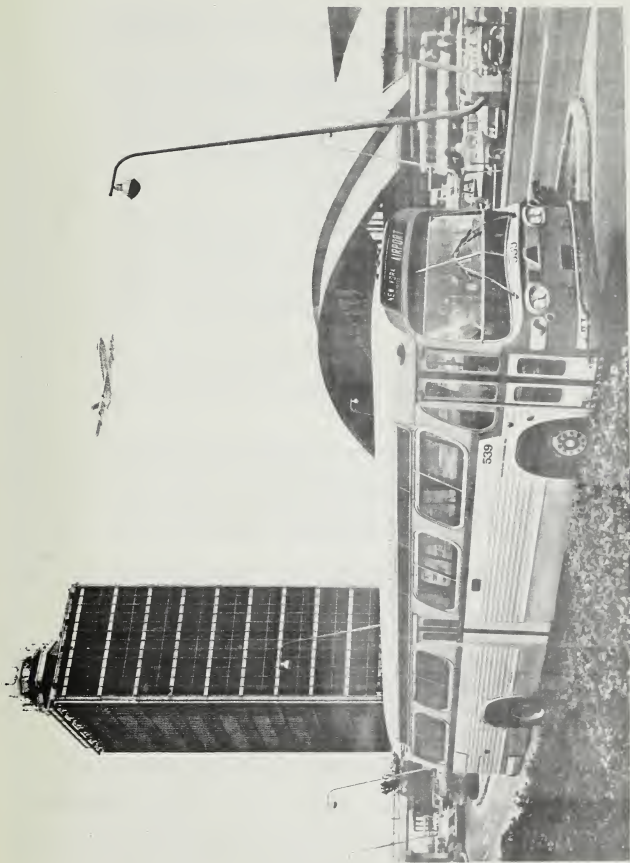
CONCEPTS - RAPID TRANSIT VEHICLE





*Modern "New Look" Transit Coach  
Proposed For San Francisco*





*Modern "New Look" Transit Coach  
Proposed For San Francisco*





Minibus -- Loop routes using side-loading Minibuses between heavy transit generators in the downtown area.

Radio-Telemetry Control -- A two-way radio system for tracking and communicating with rapid transit and surface vehicles on each route. This will permit feeder routes to be slowed or held for effective meets with rapid transit and other arterial lines, as well as tighter supervision of on-time service.

Park-Ride -- An underground garage accommodating 2500-3500 vehicles is proposed under Park Presidio to intercept Marin motorists and switch them to the Richmond Rapid. A combination all-day parking and all-day transit ticket would be sold at prices competitive with downtown parking.

Further park-ride installations will be considered at outer terminals of other rapid transit lines, notably under Golden Gate Park and Southern Embarcadero Freeway.

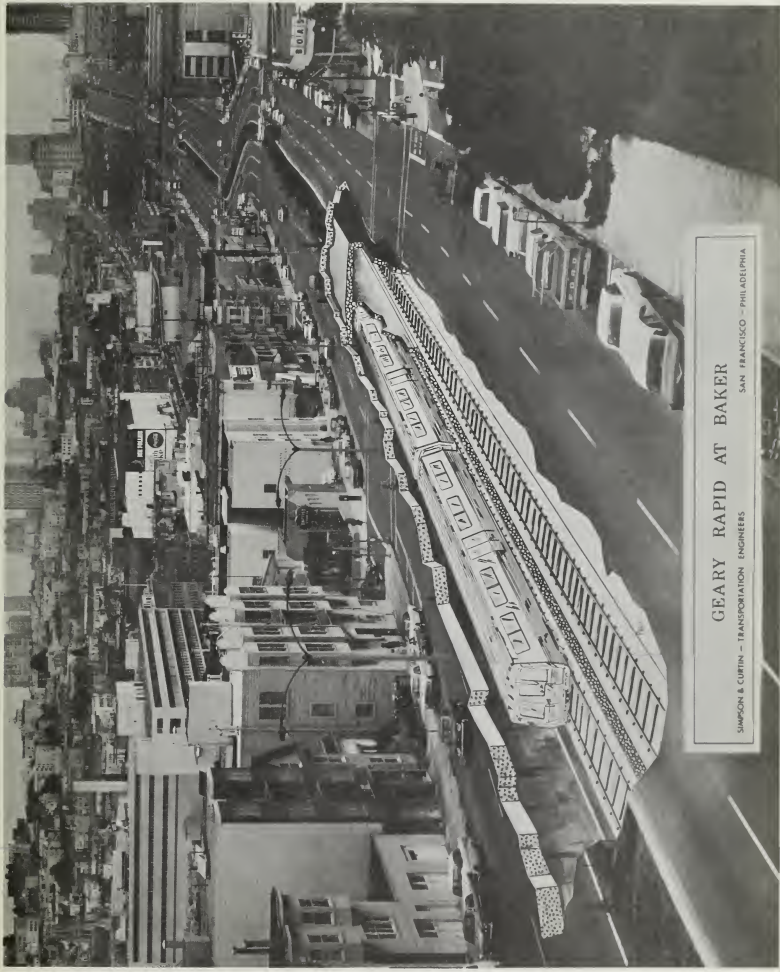
Traffic Priorities -- Bus-actuated traffic signals on arterial routes, no-parking restrictions, lengthened bus stops, center lane bus operation on Market St. are among the surface priorities sought for transit to speed up street operations.

Bus Shelters -- Attractive shelters, with direct telephone connections to transit information center, are proposed at heavy street loading points for passenger accommodation.

Fare Collection -- Special equipment for collecting fares at rapid transit stations and for handling combination fares between surface vehicles and rapid transit lines will be necessary.

This program of capital improvements for transit is estimated to aggregate \$310 to \$395 million, depending upon which of the alternatives are finally chosen. The program is designed for eligibility of federal aid under the Mass Transportation Act of





## GEARY RAPID AT BAKER

SAMPSON & CURTIN - TRANSPORTATION ENGINEERS

SAN FRANCISCO - PHILADELPHIA





## POST RAPID AT POWELL

SIMPSON & CURTIN — TRANSPORTATION ENGINEERS

SAN FRANCISCO — PHILADELPHIA

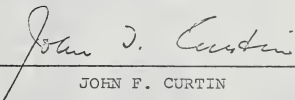


1964, although it is unlikely that federal monies can be secured for all phases of it.

In order to expedite the granting of federal assistance and to initiate progress on the critically needed parts of the Comprehensive Transit Plan, a first phase program of capital improvements is recommended. It is proposed that capital funds amounting to \$96.5 million for certain elements of the foregoing Comprehensive Transit Plan be secured under a municipal bond issue as soon as possible. The details of this first phase program and schedule for its development over the next six years are summarized in succeeding sections.

Attached also is a summary of economic benefits from the Comprehensive Transit Plan for San Francisco, including population served and improved running times for the rapid transit network.

Respectfully submitted,

  
\_\_\_\_\_  
JOHN F. CURTIN

Simpson & Curtin,  
Transit Consultants for  
Northern California Transit  
Demonstration Project

April 22, 1966





## GEARY RAPID AT PARK PRESIDIO

SIMPSON & CURTIN — TRANSPORTATION ENGINEERS

SAN FRANCISCO — PHILADELPHIA





CAPITAL EXPENDITURES FOR  
FIRST PHASE TRANSIT MODERNIZATION PROGRAM

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The following components of the proposed Comprehensive Transit Plan for San Francisco are recommended for immediate approval, together with a \$96.5 million municipal bond issue for their acquisition and construction:

Rapid and Surface Transit Vehicles

- 75 rail rapid transit cars with advanced styling	\$11,300,000
- 660 "new look" motor coaches	24,360,000
- 150 modern trolley coaches	<u>6,330,000</u>
Sub-total -- Rolling Stock	\$41,990,000

Cable Car Program

- Extensions	
- Powell line to Fisherman's Wharf	\$ 360,000
- California line to Embarcadero Plaza	250,000
- Improvements to way and structures	1,730,000
- Restoration of cable car barn	285,000
- 5 additional cable cars	<u>175,000</u>
Sub-total -- Cable Cars	\$ 2,800,000



Ways and Structures

- Rapid transit extension from St. Francis Circle to 19th & Holloway, including electrification	\$23,600,000
- Paving and refinishing Sunset Tunnel for joint bus and rail operations	3,600,000
- Modernization of Twin Peaks Tunnel including track renewal, rebuilding Forest Hill Station and tunnel signal system	<u>4,740,000</u>
Sub-total -- Way & Structures	\$31,940,000

Shops, Yards and Garages

- Coach service facilities	\$ 6,450,000
- Rail storage yard and facilities	9,450,000
- Shop and garage equipment	<u>1,400,000</u>
Sub-total -- Shops & Garages	\$17,300,000

Fare Collection

- Equipment for rapid transit stations and surface vehicles	\$ 1,500,000
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<u>Radio-Telemetry Equipment</u>	\$ 970,000
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TOTAL	<u>\$96,500,000</u>
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<u>Optional - Air Conditioning Equipment</u>	\$ 4,280,000
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## POST BUSWAY AT POWELL

SIMPSON & CURTIN — TRANSPORTATION ENGINEERS

SAN FRANCISCO — PHILADELPHIA







POST - MONTGOMERY BUSWAY AT MARKET

SIMPSON & CURTIN - TRANSPORTATION ENGINEERS

SAN FRANCISCO - PHILADELPHIA



TABLE I

PROGRAM OF CAPITAL EXPENDITURES  
FIRST PHASE TRANSIT MODERNIZATION PROGRAM

<u>Item</u>	<u>1967</u>	<u>1968</u>	<u>1969</u>	<u>1970</u> (\$000 omitted)	<u>1971</u>	<u>1972</u>	<u>Total</u>
Transit Vehicles							
Rapid Transit Cars	--	--	--	--	\$7,400	\$3,900	\$11,300
Motor Coaches	\$4,660	\$4,200	\$4,570	\$4,800	4,020	2,110	\$24,360
Trolley Coaches	--	--	--	--	--	6,330	\$ 6,330
Cable Car Program	700	1,000	900	200	--	--	\$ 2,800
Twin Peaks Rapid Extension	--	--	2,300	7,000	8,000	6,300	\$23,600
Sunset Tunnel	600	3,000	--	--	--	--	\$ 3,600
Twin Peaks Tunnel Modernization	--	740	2,000	2,000	--	--	\$ 4,740
Yards and Shops (including land acquisition)	2,000	5,000	5,700	3,600	1,000	--	\$17,300
Fare Collection Equipment	--	--	--	--	500	1,000	\$ 1,500
Radio-Telemetry	<u>470</u>	<u>500</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>\$ 970</u>
TOTAL	<u>\$8,430</u>	<u>\$14,440</u>	<u>\$15,470</u>	<u>\$17,600</u>	<u>\$20,920</u>	<u>\$19,640</u>	<u>\$96,500</u>
Optional - Air-Conditioning Equipment	\$ 590	\$ 530	\$ 580	\$ 610	\$ 770	\$1,200	\$ 4,280



ECONOMIC BENEFITS OF  
COMPREHENSIVE TRANSIT PLAN FOR SAN FRANCISCO

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The effect of the Comprehensive Transit Plan for San Francisco upon the economic well-being of the City may be summarized as follows:

Population Served -- One-fifth of the City's population will be within easy walking distance of rail rapid transit. Four-fifths will have short feeder bus access to rapid transit lines connecting directly with the commercial, shopping and Civic Center of downtown San Francisco (see Table II attached). This rail rapid transit network, coupled with bus rapid transit in the Bayview Corridor, will provide San Franciscans with a higher proportion of rapid transit service to its downtown core than any other metropolitan center in the Western Hemisphere.

Improved Running Time -- Running times from the outer ends of proposed rapid transit routes to downtown San Francisco will be shortened 40% to 57%, as shown on Table III. Time savings will vary from 8 to 18 minutes each way, compared with present street transit services. Transit commuters, therefore, will save 15 to 35 minutes daily.

Traffic Relief -- Motorists will be aided not only by the removal of buses from heavily travelled streets, but also by the diversion of some motorists to rapid transit lines. Short-circuiting auto travel from Marin and other outlying residential areas by park-ride on the Richmond and other rapid routes also will provide more lane capacity for those who have to drive automobiles to downtown.

Additionally, the removal of streetcars from St. Francis Circle, Junipero Serra Blvd., Taraval, Judah, Duboce and other streets will make more space available for motorists.



Accident Reduction -- Experience elsewhere demonstrates that rapid transit is the safest form of local travel within a city. The reduction in accidents from this rapid transit program will be directly proportional to the diversion of traffic now using buses and automobiles on city streets to the rapid transit system.

Market Street Beautification -- Removal of the overhead wires for trolley coaches along Market St. will contribute to its improved appearance.

Neighborhood Amenities -- The Comprehensive Transit Plan will not require dislocation of any dwelling units, will not sever any neighborhoods or remove any property from the City's tax base. To the contrary, some land will be added to taxable residential and commercial use by reason of placing the extension of the Twin Peaks Rapid underground where the streetcars now run in private right-of-way south from St. Francis Circle.

Downtown Development -- The Comprehensive Transit Plan for San Francisco will strengthen its downtown core as the retail, commercial, recreational and cultural hub of the entire Bay Area. San Francisco is unique among major metropolitan centers in having a strong central core with a high proportion of downtown retail activity. Accessibility to outlying shopping centers has been a major factor in the decline of downtown retail activity elsewhere. By strengthening its transit access to downtown, San Francisco will maintain and develop further the shopping, recreational and cultural activity with which the CBD is endowed.

Operating Economies -- With the modernization of the Muni plant and equipment as provided in the Comprehensive Transit Plan for San Francisco, certain operating economies will be realized. Operating and maintenance costs of new rolling stock will be lower compared with the overage equipment presently in use. Increased production resulting from improved employee morale and the greater efficiency of new building design and shop layout will result in additional operating economies. With the construction of some new shops and garages and the reconstruction of others, building maintenance costs would be reduced from their present level.





TABLE II

POPULATION SERVED BY RAPID TRANSIT  
COMPREHENSIVE TRANSIT PLAN FOR SAN FRANCISCO

<u>Facility</u>	<u>Population Served</u>			% of City Population Served
	<u>Within Walking Distance</u>	<u>With Feeder Bus Access</u>	<u>Total</u>	
Richmond Rapid	56,785	79,919	136,704	18.1%
Sunset Rapid	29,294	60,348	89,642	11.9
Twin Peaks Rapid	33,715	48,514	82,229	10.9
Mission (BARTD)*	28,825	278,870	307,695	26.4
Central Business Area	<u>23,789</u>	<u>57,764</u>	<u>81,553</u>	<u>10.8</u>
Sub-total*	172,408	525,415	697,823	78.1%
Bayview Bus Rapid	<u>66,500</u>	<u>---</u>	<u>66,500</u>	<u>--</u>
TOTAL*	<u>238,908</u>	<u>525,415</u>	<u>764,323</u>	<u>86.9%</u>

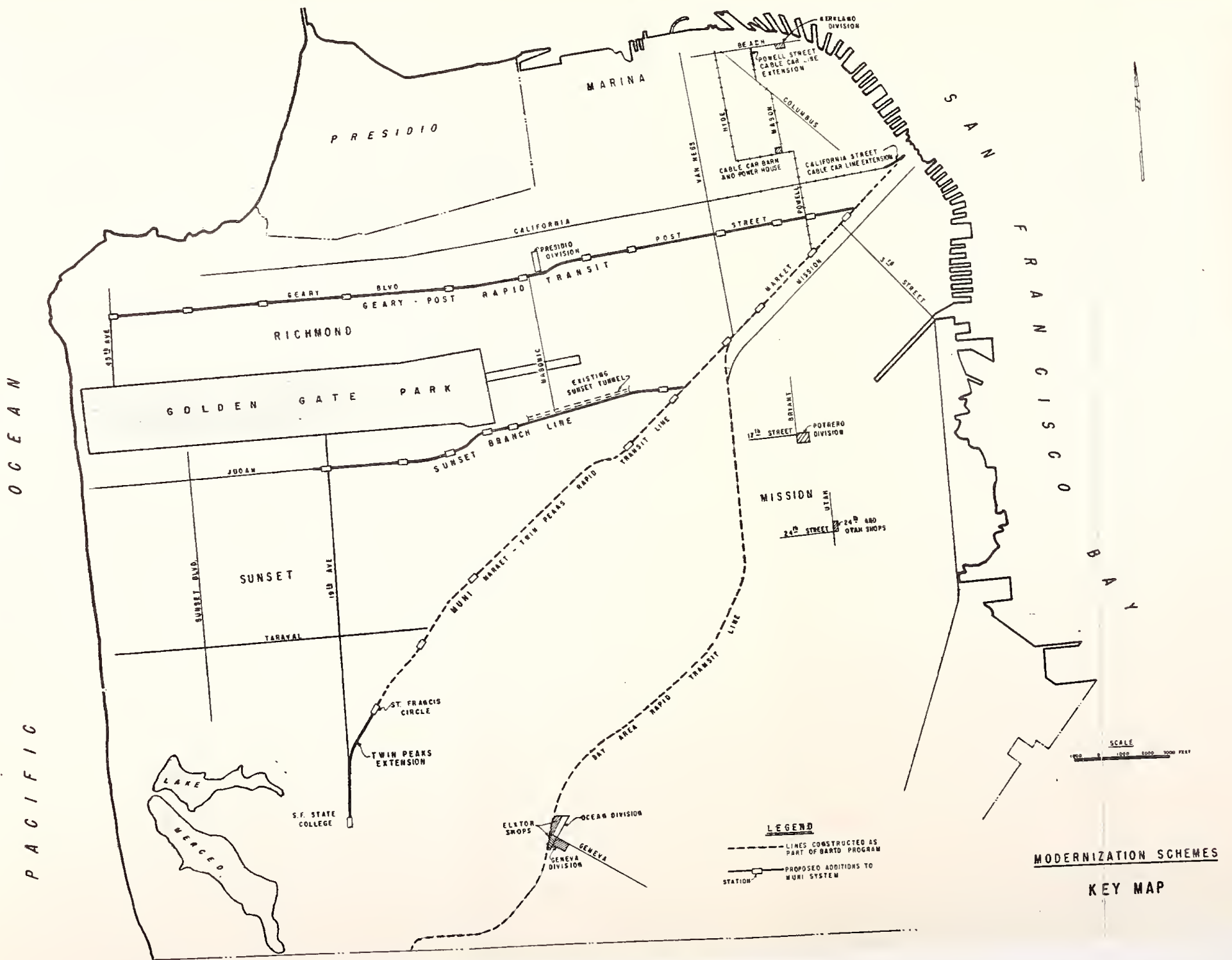
\* Includes 3,325 persons within walking distance, 104,675 with feeder bus access and a total of 108,000 persons served in San Mateo County.



RUNNING TIMES FOR RAPID TRANSIT LINES  
 COMPREHENSIVE TRANSIT PLAN FOR SAN FRANCISCO

<u>Route</u>	<u>No. of Stations</u>	<u>Length to CBD (Powell St.)</u>	<u>Operating Speed</u>		<u>Running Time</u>		<u>% Gain</u>
			<u>Maximum</u>	<u>Average</u>	<u>Present</u>	<u>Rapid Transit</u>	
Richmond Rapid	11	5.45 mi.	28 mph.	24 mph.	25.9 min.	13.8 min.	46.7%
Sunset Rapid	9	4.32	37	21	20.9	12.6	39.7
Twin Peaks Rapid	9	5.55	41	22	31.5	13.5	57.1
Mission (BARTD)	7	7.10	46	31	26.7	13.9	47.9







SAN FRANCISCO MUNICIPAL RAILWAY  
SCHEDULE OF DEBT SERVICE REQUIREMENTS  
1966 MUNICIPAL RAILWAY BONDS

FISCAL YEAR	\$8,430,000 DATED 4-1-67	\$14,440,000 DATED 4-1-68	\$15,470,000 DATED 4-1-69	\$17,600,000 DATED 4-1-70	\$20,920,000 DATED 4-1-71	\$19,640,000 DATED 4-1-72	\$96,500,000 TOTAL REDEMPTION	INTEREST @ 3% - 4%	TOTAL DEBT SERVICE
1967-68	\$ 925,000						\$ 925,000	\$ 290,600	\$ 1,215,600
69	920,000	\$ 1,285,000					2,205,000	795,900	3,000,900
70	920,000	1,285,000	\$ 1,385,000				3,590,000	1,293,450	4,883,450
71	920,000	1,285,000	1,385,000	\$ 1,545,000			5,135,000	1,825,050	6,960,050
72	915,000	1,285,000	1,385,000	1,540,000	\$ 1,705,000		6,830,000	2,442,350	9,272,350
73	915,000	1,285,000	1,385,000	1,540,000	1,705,000	\$ 1,475,000	8,305,000	2,965,450	11,270,450
74	915,000	1,285,000	1,380,000	1,540,000	1,705,000	1,475,000	8,300,000	2,668,100	10,968,100
75	250,000	1,285,000	1,375,000	1,540,000	1,705,000	1,470,000	7,625,000	2,370,900	9,995,900
76	250,000	685,000	1,375,000	1,540,000	1,705,000	1,470,000	7,025,000	2,094,000	9,119,000
77	250,000	680,000	725,000	1,540,000	1,700,000	1,470,000	6,365,000	1,835,100	8,200,100
78	250,000	680,000	725,000	855,000	1,695,000	1,470,000	5,675,000	1,596,100	7,271,100
79	250,000	680,000	725,000	855,000	1,125,000	1,470,000	5,105,000	1,377,800	6,482,800
80	250,000	680,000	725,000	855,000	1,125,000	1,170,000	4,805,000	1,176,600	5,981,600
81	250,000	680,000	725,000	850,000	1,125,000	1,170,000	4,800,000	984,400	5,784,400
82	250,000	680,000	725,000	850,000	1,125,000	1,170,000	4,800,000	792,400	5,592,400
83		680,000	725,000	850,000	1,125,000	1,170,000	4,550,000	600,400	5,150,400
84			725,000	850,000	1,125,000	1,165,000	3,865,000	418,400	4,283,400
85				850,000	1,125,000	1,165,000	3,140,000	263,800	3,403,800
86					1,125,000	1,165,000	2,290,000	138,200	2,428,200
87						1,165,000	1,165,000	46,600	1,211,600
	<u>\$8,430,000</u>	<u>\$14,440,000</u>	<u>\$15,470,000</u>	<u>\$17,600,000</u>	<u>\$20,920,000</u>	<u>\$19,640,000</u>	<u>\$96,500,000</u>	<u>\$25,975,600</u>	<u>\$122,475,600</u>











